

TESTIMONY
OF
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**SENATE COMMITTEE ON COMMERCE, SCIENCE AND
TRANSPORTATION**

HEARING ON RAIL SECURITY

10:00 a.m.
THURSDAY, OCTOBER 20, 2005
562 DIRKSEN SENATE OFFICE BUILDING

Mr. Chairman and Members of the Senate Commerce, Science and Transportation Committee, I would like to thank this Committee for the opportunity to testify on passenger rail security and the steps Amtrak has taken to enhance security and safety for our passengers.

You are to be commended for organizing this hearing and for advancing legislation to increase funding for rail security. I applaud your efforts and leadership on this matter and the attention given to rail security in S. 1052. I say this because time is of the essence. None of us can afford to wait until another catastrophe occurs. Those who use our trains should have the confidence that every reasonable action to protect and secure their well being and safety has been taken.

Despite the openness of our nation's rail system and the challenges it brings, I believe we have taken long strides in making our facilities and trains more secure. For us, security has become one of the costs of doing business because we know the nature of the threats our nation faces will be with us for a long time.

Today, let me briefly outline for you what we have learned from previous terrorist events both here and abroad, the steps we have taken to address the knowledge learned from these events, and what we have planned to do in the near future.

Amtrak Reactions to Events at Home and Abroad

After the terrorist attacks of September 11, 2001, followed by the Moscow, Madrid, and London tragedies, the landscape of Amtrak's law enforcement responsibilities and duties changed markedly. Amtrak Police now have to ensure that thorough terrorism-based vulnerability and threat assessments are conducted, that

emergency response and evacuation plans have been formulated, implemented and tested, and that Amtrak develops security measures that address not only vandalism and other forms of street crime, but the potential for Madrid and London type attacks on our passengers and on our property.

Since September 11, the Amtrak Police and Security Department has established and reinforced the following security improvements:

- Instituted Passenger ID procedure for purchase of most tickets.
- Improved baggage weight restriction policies for carry-on and checked baggage.
- Created a baggage tagging requirement.
- Developed and instituted a Security Threat Level Response Plan that is tied to the Homeland Security Advisory System and requires a series of security measures be undertaken at each alert level.
- Added 12 explosive detection canine teams.
- Created a Security Information Center in which bulletins, updates and security messages are disseminated to employees.
- Purchased and deployed radiological gamma/neutron pagers at Amtrak's major stations to address radiological threats and coordinated alerts with local police agencies.
- Coordinated security counter-measure issues with transit and freight railroad counterparts.
- Commissioned blast vulnerability studies of the New York tunnels and major stations.

- Revised the five-year Capital Plan to include numerous security upgrades, including high security fencing, yard security improvements, and access control upgrades.

After the Madrid bombings, Amtrak again increased uniform patrols at stations and on platforms and checked baggage rooms in greater frequency as well as critical infrastructure. It also:

- Issued Security Handbooks to all employees.
- Made technological improvements to the Railphone system on trains so that 911 could be dialed and individuals directly connected to a 911 Operator.
- Created security focus groups made up of employees and passengers to ascertain if security measures and objectives were being properly performed.
- Obtained assistance from freight law enforcement agencies who patrolled some Amtrak stations.
- Held system-wide security conference calls for managers and directed them to engage employees on their role in security matters.

As Amtrak continued to review its security needs and vulnerabilities, it recognized the need to create a security consciousness for all employees at all levels and to have a clear chain of command. Last year the corporation created an executive-level position, the Vice President of Security. Alfred J. Broadbent, a former Metropolitan Police Department Assistant Chief, was appointed to this position on August 2, 2004. All police and security functions now report to Mr. Broadbent, who reports to me. An

Executive Security Committee was also established and meets weekly with him to discuss security policy, procedures, operational and capital security planning as well as terrorist threat and intelligence information.

One of the first efforts undertaken by the Vice President of Security was the re-engineering of Amtrak's primary terrorist security plan, the Security Threat Level Response Plan. This plan now contains more meaningful and measurable countermeasures and it is closely coordinated with recently created Security Coordinating Committees that consist of management level officials across Amtrak's operating departments. Each Amtrak operating division has a Security Coordinating Committee that meets regularly with Police and Security Managers to ensure that basic security practices and steps are undertaken and completed. The countermeasures contained in the Threat Level Response Plan provide a coordination of efforts directed to specific threats and attempt to create some basis for a layered security system that would improve deterrence capabilities. Some of the countermeasures that would be drilled down and enforced by Amtrak Police personnel and the Security Coordinating Committees would be assurance that only necessary access points are kept open, that gates, doors and other barriers are locked and secured, and that rolling stock and locomotives are locked and secured while this equipment is in a yard and/or standing at a station. Since August of 2004, the Amtrak Police and Security Department has also developed and implemented the following programs:

- Tactical Intensive Patrols (TIPS) – Sworn Amtrak personnel patrol specific station areas and conduct checks of baggage with passengers, provide security tip information and establish uniform presence.

- Train Riding Patrols – Sworn Amtrak personnel have been riding trains in a greater degree of frequency, mostly on the busy NEC.
- Counter-terrorism training conducted by the Federal Law Enforcement Training Center (FLETC) has been scheduled for all sworn personnel and was completed in FY05.
- Amtrak Management, DHS and National Transit Institute developed a Security Awareness Training Program for all employees. This training is underway and is scheduled for completion in December 2005.
- Amtrak Police and Security coordinate its security concerns and initiatives with its federal partners: DHS, TSA, DOT, and FRA.

Access to Resources

For Amtrak, one of the more significant recent occurrences has been our ability to receive federal funding for rail security improvements through the FY05 DHS Appropriations bill under the Intercity Passenger Rail Security Grant Program. Prior to FY05, the Corporation did not qualify for such grant programs because it did not meet the eligibility requirements of being a state or local transit agency. In addition to having a Risk Assessment of Amtrak's NEC and Chicago hub area performed by a DHS contracted corporation, Amtrak will use \$6.3 million in funds to increase security at Amtrak by:

- Adding explosive detection canine teams.
- Purchasing new explosive resistant trash cans.

- Deploying PROTECT (chemical detection equipment) systems at major stations.
- Conducting Pilot Program with Transportation Security Working Group and DHS on next generation CCTV systems.
- Adding radiological detection and verification pagers and portals.
- Increasing tunnel protection.
- Implementing new passenger awareness program.
- Conducting a major exercise in Washington, DC.

We have also been involved in numerous initiatives with the agencies that are geared toward improving security within the rail industry. Highlighted below are some of these interactions:

- Improved intelligence gathering capabilities by working closely with federal and state agencies and industry partners. Agencies include: DHS, TSA (Transportation Security Operations Center-TSOC), DOT (Office of Intelligence and Security-OIS), FRA (Surface Transportation-Information Sharing and Analysis Center- ST/ISAC), and the industry AAR (Railway Alert Network-RAN).
- Continued assignment of an Amtrak investigator to work with the FBI in the New York Joint Terrorism Task Force. Other investigators will be assigned to the National Capital Region, Chicago, and Long Beach, CA JTTFs in the near future.

- DHS/TSA sponsored two emergency response drills in which multiple federal state and local agencies participated. Drills were based on terrorist act scenarios.
- DHS/TSA has worked with Amtrak as a venue location for the Transportation Workers Identification Card (TWIC) program.
- DHS/TSA and ICE has worked with Amtrak and upgraded the delivery of international traveler information for border inspection travel improvements and counter-terrorism purposes.
- FRA/TSA has partnered with Amtrak and used “airport type” screening at Amtrak stations during National Security Sensitive Events (RNC and Inaugural Event).
- TSA is also doing clearances and working closely with Amtrak in improving passenger manifest information and in coordinating Amtrak’s industrial security clearance program.

In addition to Amtrak’s security programs with the above agencies, Amtrak has also received the expertise and help of the State of New York’s National Guard. It has provided additional resources in the form of National Guard personnel to support uniform forces at Penn Station, New York.

Next Steps

Today, Amtrak Police and Security continue its efforts to improve the safety and security of Amtrak passengers, employees and patrons. In February of this year, it

participated in a special meeting and debriefing with leaders of Spain's law enforcement and military agencies and Renfe, the Spanish Commuter line involved in the Madrid bombings. Police and Security managers attended a special briefing last week in relation to the London bombings and plan to have a meeting with British Transport Police later this year to receive a similar briefing and "lessons learned" update on these terrorist tragedies. The Department is also in the midst of a reorganization that will channel and deploy resources in a more effective manner to address the security realities of today's rail systems.

From a planning perspective, Amtrak has recently modified its Security Investment Plan and has identified \$156 million in critical funding needs.

- **Dispatch and Control Centers** – Amtrak maintains several control centers that need to have redundancy and to have a secure location for these vital communication and control operations. This project would consolidate Amtrak's CETC (Centralized Electrified Traffic Control Center), CNOC (Consolidated National Operations Center) and the NCC (Police Department Radio Center) into one building. This location would be constructed so that access is restricted and basic CPTED (Crime Prevention Through Environmental Design) concepts employed. I cannot emphasize enough how crucial this element of our plan is to the entire package of security proposals.
- **Securing Amtrak's Largest Stations** – Amtrak needs to upgrade security at the largest stations which typically handle hundreds of thousands of people per day. In addition to CCTV and physical security improvements, explosive detection

devices and additional radiological devices/pagers would be disseminated to sworn personnel for use in major stations and other strategic stations along the NEC.

- **Amtrak Train Tracking, Communications and Critical Incident Response** – Amtrak effectively tracks train movement over the tracks that the Corporation owns, mainly over the electrified NEC. Throughout the rest of the country, however, the chief means of communications with trains is through radio and cell phone telecommunication systems. Such systems do not adequately address reliable train tracking, emergency response efforts and have failed during critical incidents. For example, Amtrak's radio system cannot be used where it does not own track and, therefore, Amtrak radio train communications is dependent upon the host railroad network. Cell phone technology can be limiting and is often dependent upon the footprint of the cell phone provider. Amtrak has also identified the need to significantly upgrade its existing, antiquated GPS system (over 8 years old). The GPS system needs to be integrated with Amtrak's central computer system and CNOC to provide the exact location for each train on a minute-by-minute basis. Thus, additional funding in this area is critical and badly needed. Such upgrades and the introduction of satellite telephone communication systems would provide uninterrupted communications.

Fire/Life Safety

Lastly, with regard to our ongoing fire/life safety program, there are numerous infrastructure projects funded by the existing \$100 million tunnel life safety grant

provided in the FY02 Department of Defense and Emergency Supplemental Appropriations for Recovery and Response to terrorists attacks on the United States (P.L.107-117) of which \$71 million has been expended. This work is ongoing and significant progress has been made.

Funding is being used to improve radio coverage, wayside communication and tunnel portal security. Other components of this element are to secure all tunnel access points and improve security for trains traveling through this area of the NEC. The nature of improvements consists of physical and technology based security improvements, such as CCTV, event activated alarm systems, high security fencing and lighting, and the strategic placement of vehicle barriers. In addition, this tunnel security portion of the plan would also include similar upgrades at the Washington, DC First Street Tunnel and the Baltimore tunnels. Fencing improvements in the area of the Baltimore tunnels have already begun through the capital plan and fencing improvements are scheduled throughout Amtrak's five-year capital plan.

I hope that this overview has provided you with a better understanding of what Amtrak has done, and continues to do, to enhance safety for our employees and passengers. I will gladly respond to any follow up questions that you may have on rail security.